The Chicago Tribune.

VOL XXII. CHICAGO, SUNDAY, DECEMBER 6, 1868. NUMBER 158.

NATIONAL BOARD OF TRADE.

Fourth Day's Proceedings.

The Specie Payment Question Further Discussed.

Adjournment Until Monday.

Special Despatch to The Chicago Tribune.

WASHINGTON, Dec. 5. Governor H. Dana, Esq., in the chair. Prayer was offered by Rev. W. T. Sabin.

ROLL OF FIRST MINUTES.

The President announced that the Executive Committee had received upon Richmond, Va., as the next place of meeting.

DELEGATES ADMITTED.

The delegate from the New Orleans Chamber of Commerce was admitted.

CHIEF JUSTICE CHASE—SPEECH OF THE PRESIDENT.

Mr. Gale took the chair for the President to open the discussion on the financial question. He submitted the following

Resolved, That the National Board of Trade respectfully calls the attention of the Congress of the United States to the propriety of passing some measure at or after the first Monday in July, A. D. 1870, for the further salve of gold, that may be made by or under the authority of the United States.

Resolved, That on and after the first Monday of March, 1871, the right-tender notes of the United States, and the notes of the National banks, shall be redeemable in coin on the 1st day of each month, at the rate of not less than two per cent. per month, on the amount of such notes presented for redemption, in sums not less than one hundred dollars, and that the Secretary of the Treasury be authorized and directed to issue coin notes for that purpose.

Mr. Chase—I am not sure that I have understood the resolutions. Do they propose to pay the debt in coin?

Mr. Gale—Yes, sir.

Mr. Chase—Then I am not in favor of them. I don't think we can pay the debt in coin. I don't think it would be right to pay the debt in coin. I don't think it would be right to pay the debt in coin. I don't think it would be right to pay the debt in coin.

Mr. Gale—I am not in favor of paying the debt in coin. I am in favor of paying the debt in coin.

Mr. Chase—I am not in favor of paying the debt in coin. I am in favor of paying

The Tribune.

SUNDAY, DECEMBER 4, 1869.

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OUR STREET IMPROVEMENTS.

In Friday's TRIBUNE appeared an admirable review of the street improvements made in Chicago during the past year. Of wooden block pavements there were laid, or contracted to be laid, twenty-one and a half miles, at a cost of $2,019,438. The improvement is distributed as follows:

	Miles.	Cost.
North Division, 4.00 miles		$314,984.61
South Division, 7.50 miles		756,456.57
West Division, 10.30 miles		1,067,496.82
Total	21.81 miles	$2,019,438.00

It will be seen that the cost of filling, curbing and wooden block-paving the streets of Chicago was about $100,000 per mile. The expense varies very greatly on different streets. On those where the filling is light the cost is much less than on those where it is heavy. For example: Clark street, from Division to North avenue, 2,605 feet, costs $42,533; while Wells street, from Kinzie street to Chicago avenue, 2,627 feet distance, costs $87,400. Clark street is 24 feet wide, and Wells a little more than half that. Wells street is also heavy filling and walling.

From State street to the river, on Madison street, distance 2,640 feet, or half a mile, the cost will be $68,036; and on Randolph street, from Michigan avenue to the river, 3,478 feet, being something over three-fifths of a mile, the cost will be $47,376. On these jobs there will be no filling required and but little curbing; nearly the whole expense being for block-paving. The Madison street improvement will cost $18.20 per foot, and that on Randolph street $13.60, which, divided between the property-owners on both sides of the street, makes a tax of $6.80 on the one, and $6.80 per foot on the other street.

Taking all the streets ordered to be improved with wooden blocks, and the average cost is $13.75 per foot, or $2,420 per foot on the property fronting on each side. Wooden block pavements in Chicago, experience shows, will not last longer than ten years. Clark street has been laid about seven years, and Lake about eight years. Next year both of them ought to be renewed. It is true, they have sustained an enormous amount of travel, and much of it of a very severe character. Those great trucks, laden with three or five ton loads, dragged over them by two-horse teams by tens of thousands, are exceedingly trying to the best pavement ever invented. No material to be had in this city could begin to stand the wear and tear and rough usage that Clark and Lake have endured since 1859-60, except the Nicolson wooden block. It requires some repairs during the last two or three years of its life, but nothing in comparison to the patching and cobbling needed by stone pavements. The great thing is to get a good, solid foundation. When that is secured, an occasional repair will be needed until the blocks are worn down to a couple of inches in depth, which is well nigh eight or ten years of excessive teaming to do.

A considerable part of the twenty-one miles of wooden-block paving contracted for this year remains to be put down next year; and we judge that there will not be much more laid next season than is now ordered or under contract. Among the largest jobs of paving to be done next year are Randolph street, from Michigan avenue to the bridge; Madison, from State to the bridge; Wabash avenue, from Twenty-second to Twenty-ninth streets, two-thirds of a mile; Eighteenth street, from Wabash avenue to the Chicago River, half a mile; Indiana avenue, from Twenty-second to Twenty-ninth streets, one-third of a mile; Jackson street, from State to Market streets, nearly a mile; West Lake street, from Halsted to Ogden, one mile; West Madison street, from Halsted to Centre avenue, half a mile; Madison street, from Fulton to Van Buren, two-thirds of a mile; Clinton street, from West Van Buren to the river, one-third of a mile; Canal street, from Madison to West Twelfth, one mile; West Kinzie street, from Halsted to Canal, half a mile; Canal street, from West Twelfth to West Sixteenth, half a mile; Halsted, from Chicago, Burlington & Quincy R.R. to Archer avenue, nearly a mile; Jefferson, from Randolph to West Van Buren, half a mile; West Adams, from Canal to Reuben, one mile and a half; and West Washington, from the Junction to Union Park, nearly a mile; Wells street, from the river to Ohio street, more than a mile; Ohio street, from Clark to St. Clair, half a mile; Dearborn, from the river to North avenue, a mile and three-quarters; Dividion, from Clark to Clybourne, and Pine, from Michigan to Chicago avenue.

When all these streets are block-paved, in addition to those which are now "Nicolsoned," nearly all the business streets of Chicago and most of the finer residence streets will also be improved. What cause for thankfulness are the miles of block pavement laid down than in any previous three seasons, and perhaps more than will yet be put down again in one year. The blessing is considered next season amounts to upwards of seventeen miles; and when it is all done it will be a pleasure to travel the streets of Chicago with a horse and vehicle. Great as is the expense of filling, walling and block-paving our streets, the benefits derived therefrom to the adjoining property and to the commerce and intercourse of the city will exceed the outlay. The saving in horseflesh and vehicles alone will pay twenty per cent a year on the expense of the improvement; and when to this is added the nobility of the fire engines to promptly reach the scene of fires, unimpeded by miry roads, and the greater loads that can be hauled, and quicker movements of teams of all descriptions, the total benefits and advantages derived from block-paved streets over mud streets foot up to an amount aggregate equal to the total cost of the improvement.

CHICAGO AT THE NATIONAL BOARD OF TRADE.

The discussion in the National Board of Trade, in Cincinnati, on Friday, developed the most admirable variety of crude ideas on financial subjects that has ever been given to the country in an equal number of lines. The remark of General Chalmers, of Mississippi, that "this body is more capable of dealing with such questions than Congress," was emphatically contradicted by four-fifths of the speakers who undertook to shed light upon them. Mr. Hopes, of Boston, made by far the ablest speech of the session, and the representative from Chicago made decidedly the poorest. Mr. Randolph opposed the legalizing of gold contracts, and Mr. Munn argued in favor of paying the 5-20 bonds in greenbacks. We have but a brief report of the remarks of Mr. How, but their farcical some relief to the murky background of his colleagues, since he favored the gold contract resolution.

What is it to legalize gold contracts? The United-states Government presents to the world this anomaly: that it will neither make good its own contracts, nor allow anybody else to make a contract payable in anything other than its own dishonored, fluctuating, unstable, unredeemed promises. We appreciate as fully as anybody the difficulties which prevent the government from redeeming its promises at the present time, but we say that when it prohibits its citizens from making engagements and contracts in the only kind of currency which has intrinsic value—the only kind which the world recognizes as money—now that the necessities and exigencies of war and revolution have passed away, it acts only as exercising a tyrannical power, but it violates the plainest principles of political economy, and promotes a gambling spirit among its people. It compels every man: "You shall transact your business by green work: if you are good at guessing you shall have the greatest opportunity to cheat your neighbors; if you are ignorant and unlucky formed you shall have the largest opportunity to be cheated by them." Practically, this was the position taken by the Committee on Finance of the National Board of Trade. We assume that he had better reasons than them for taking such a position, but this is exactly what they come to.

Mr. Munn's ideas are a trifle worse. We shall not go over the argument on the greenback and legal question, but devote ourselves with noting the remarkable fact that while the Common Council and ward politicians of Chicago, among whom we are not accustomed to look for eminent financial wisdom, have long ago sustained the Pendleton and Boller schemes, and successfully prejudged it, an eminent banker of the Board of Trade is still in the quagmire, and gravely argues that a debt can be paid by the debtor giving his notes for it, without interest.

JEFF DAVIS.

The Jeff Davis trial has been rendered, if possible, more farcical by the recent proceedings. When the government decided that the arch-rebel should not be tried by military commission, and if convicted promptly executed, THE TRIBUNE insisted that he ought to be tried by jury, for any attempt to try him on an indictment, most assuredly be a farce. At every stage of the proceedings since then, we have urged that the prosecution be abandoned, and the trial not be allowed to be scen and known of all men as the great Homicide—the man who led his people into a war which cost the lives of half a million men, and nine hundred dollars. If he does do so, he pays the difference as a bonus to the particular individual employed to do the labor. It may, however, be asserted as a principle, that the amount of wages paid is the standard price at which other persons equally competent can be employed; and that when an employer discovers that he can have the same work done at twenty-five per cent less, he will change his hands or reduce their wages to that extent. He must do this to be able to compete with others who can produce the same articles at twenty-five per cent less cost.

Whenever women are found able to perform the labors hitherto done by men, and it is also found that the number of persons offered for that particular duty is doubled, the competition is great and the price necessarily falls.

No person will employ a man at $1,200 when he can get a woman to perform the same duties at $600, and for $600 only. When a man and woman are competitors for the same employment, and the man is employed at $1,200, in preference to the woman at $600, the fact will be found to be that the employer pays the difference because of some real or fancied superiority on the part of the man. It is not pretended that the question whether such superiority exists in fact or not; the employer thinks so, and pays accordingly.

It is unquestionably true that in a very large majority of cases, women would not have become competitors with men that they do not receive the same wages that were formerly paid to men in the situations they occupy; but the reason for this is, that there are ten other women ready and willing to take the place of their employed sisters, and when there are more laborers than there is work for them, the price of labor must be less than when there is a scarcity of persons seeking employment.

There are also and eloquent divines whose services can command the highest prices, and to secure which congregations will outbid each other at the most extravagant rates. Is it just to tell the vast multitude of the clergy who have not this advantage of worldly ability, that they will "never attend a ... all" because they are not paid as high salaries as the selected few? The reason for the disparity in the pay of the two classes is, that of the cloth which is for the body, costs the same whether it be worn by a tailor or Colfax; and the competition is so limited that they can fix their own price; while in the other case the material is costly, and must take such price as they can get. The man who would tell these reverend gentlemen that they were "cheated" because they were not paid as large a salary as Mr. Colfax has forced upon him, would be laughed at for his simplicity.

We wish the greatest success to every movement for the elevation of women socially. We gladly welcome them in every industrial pursuit, but they must learn the lesson that even for labor, mind is the first and last thing. The lot of very few is to be able to fix the price at which they can sell the products of their brain or pencil; but the many must be content to receive just what they can get.

The Chicago *Times* has a rowdy article on the proposed South Side park, in which it alleges that a member of THE TRIBUNE Company has fifteen or twenty acres of land down in the neighborhood. This is an old, second-hand slander. No editor or proprietor of THE TRIBUNE Company owns a foot of land within two miles of any park project. We have any interest except such as is common to all the people in any park project. We understand that the editor of the *Times* has recently purchased a few acres of "park front." That circumstance does not, however, constitute, in our judgment, a valid objection to parks generally, or to any particular park. If we ever have a decent park somebody will own land in front of it, and only the smallest minds will find fault with it on this account. The only way to have a park which will not benefit somebody is to locate it in the centre of Lake Michigan.

There is a rumor, said to be well authenticated, that Dr. John McMullen, pastor of St. Paul's Roman Catholic Church in this city, who left here for Rome some months ago, to prosecute an appeal against Bishop Duggan, has so far succeeded in his mission that the controversy between the Bishop and his clergy has been taken up at Rome, and that all the parties concerned have been summoned to appear and be heard before that supreme tribunal of the Church.

NEW BOOKS.

A CHRISTMAS CAROL IN PROSE. A Ghost Story of Christmas. By CHARLES DICKENS. Boston: Fields, Osgood & Co.

There could be no more delightful gift book for the season than this. Dickens's story is art with love of the holy sentiments of faith belong to that Christmas time. For the cloth binding and fancy cover is tasteful as a picture; the paper and print are exquisite, and the illustrations, by Eytinge, are singularly striking, pleasing, even apart from the story which they interpret. And taking the whole together, it is a book of rare beauty, and one which every one will desire to own. It would be something to be thankful for Collier's sudden, unmerited, wholly unexpected success, if only it had produced this edition of Dickens. The story which Mr. Dickens tells has the familiar, warm, quite admirable style of genuine, intelligent love for children, and for the stories of a grand style. The flow of his verse is easy, his invention good, and the lurus of his thought felicitous. More than this cannot be said, and more need not be said, to recommend the work to every large class of readers.

LITTLE PEARL'S PLAYMATES. By ANNE ORMSBY. Illustrated by F. O. C. DARLEY. Boston: Fields, Osgood & Co.

A little book all in rhyme and gold, the finest stories, with the prettiest pictures, for the delight of the young folks. Mr. Darley is an artist in his prime for youngest readers, not less than in his singularly pleasing designs for the illustrations of the most charming gift volumes for little folks we have ever seen, or ever expect to see.

CAST AWAY IN THE GOLD: An Old Man's Story of a Young Life. By EDMUND H. SEARS. Boston: Fields, Osgood & Co. New York: Hurd & Houghton. Chicago: S. C. Griggs & Co.

Dr. Hayes makes of Captain John Hardy a kind of Arctic Robinson Crusoe, and away on a desert island, in the frozen sea of the North, with a single companion. Days will find the castaway getting at every step, a fine tale of adventurous, toilsome, perilous quest in the land of perpetual ice and snow. With his brilliant acquaintance with the circumstances of Arctic life, and the Arctic sea, the author has made a story of "the children of the frozen sea," as Captain Hardy called the natives, Dr. Hayes has made a book which will entertain and interest all the pleasant little shiverers of which their mothers are guilty. The extremely beautiful frontispiece is worth the price of the book. It is a picture to look at, and to look at again and again. The story is the subject of the illustration. Among many other pictures in the volume, is one of the Esquimaux dog-team, with the gaily-dressed driver, which will be found among the most beautiful, most delightful pictures of the kind ever made. The volume is a most excellent service in discovering to them, if he would omit the brilliant and wise "don't," and "cheated," and explain to them that

PHINEAS FINN.

BY ANTHONY TROLLOPE.

Published in The Chicago Tribune from the advance sheets by arrangement with the Publishers of Scribner's Monthly.

CHAPTER I.

ADAM'S STOCKBROKER.

Phineas Finn had a word of farewell to Violet Effingham as he left Matching, but there was very little further in her little speech to bring to his mind that the life of Parliament was the only life worth living in London. Don't talk of politics in the House. Of course you will be in Parliament, and I shall be so glad to hear all about it. Where was he to find a subject for a two-minutes' speech prepared for the next day? But as it went up to London Phineas found that the air of the House of Commons was now the very breath of his nostrils. Life to him without it would be no life. Even without the excitement of the higher things of political life, to have made his way as to have become familiar with the House, to have seen the petted young officials of the day—and then to risk it all on the fate of a single question, to be put into the miserable plaithodes of private business, to attendance in lawyers' offices, without a brief, to dining out with people who were to be much below Him in estimation, to the social humiliation, to sit in a dingy chamber up three pairs of stairs at Lincoln's Inn, and to have to think that he was satisfied with a gorgeous apartment looking into the park from the Colonial Office, with a handsome salary, with the best possible position for a man of his standing, and with a servant of his own to wait upon him, was to him impossible. He would surely break his self-imposed bonds before the end of the year, and would have taken glory in the fact that he had done other things come in his way. But the other things had not come, and had thrown the dice on the risk, and had thrown the dice, and the game was not nearly won. It was all that everything should be lost at last.

He knew that nothing was to be gained by it. Barbara looks at his clothes, or by show of attendance at his office. Lawyers don't engage, but the engineering elections still more. Even Mr. Low, the Radical hatter, who had come up from Perth, and had been returned for Hogsty after the first fourth of pheasants, had given Erle was there, and was always asking Phineas what was his views. Even Mr. Slide, the Radical hatter told us that he would be looking about for a seat. Slide is very well in the House," said Phineas, "but he is of no use for getting beyond it. I suppose you were not long up at the London University?"

"Oh no," said Phineas, remembering the game of Drury.

Because there would have been an opening for you ere to Stratford—the new Act hasn't come into force yet."

"Stratford, the brewer, is taken already?"

"Yes, and ready to spend as much money as he came. Let me see. Loughton is going to retire, and Mr. Wharton is a safe man for Tankerton, and Kelly is going to Southerton to hear a speech from Mr. Gladstone. There are the three boroughs. I will take a whack of money."

"I have not got the money," said Phineas, laughing.

"Then you are still at it. Fetlock, if I were you, I should look back upon some place in Ireland. Couldn't you get Laurence to put up his seat?"

"He has not a ghost of a chance of filling his office again. Nothing on earth could make him stand with the Duke in the

TERRIBLE DISASTER.

Collision of Boats on the Ohio River.

The Steamers America and United States Collide and are Burned.

Forty or Fifty Lives Lost.

Statements of Several Passengers.

Special Despatch to The Chicago Tribune.

CINCINNATI, Dec. 5.

Great excitement has prevailed in this city all day, regarding the collision and burning of the steamers America and United States, both of the United States Mail Line. The former was bound to Louisville, from this city, the latter from Louisville to this city. They met near Warsaw, forty-five miles from here, about midnight, and, so far as present information can be relied upon, they collided, and immediately burst into flames. The river at that point is very wide, and the intervening land prevents prompt assistance being rendered to the burning boats. It was a dark night, the America, it is said, had her lights out, and the United States was not provided with the regulation number of lights. The consequence was that neither boat saw the other until the two were within a few yards of each other. Nothing could be done to prevent the collision, and the two boats struck with terrific force. The fires broke out almost immediately, and the two boats were soon enveloped in flames. The America was heavily laden with freight, and had a large number of passengers on board. The United States had but few passengers, but a large amount of freight. The scene that followed the collision is described as terrible in the extreme. Many jumped overboard to save their lives, and many succeeded in reaching the shore in the yawl boats. The pilot of the United States seems to have stuck to his post, and remained on board until the last moment, when he escaped by jumping overboard. The fires soon communicated to the cabins, and the boats were soon enveloped in flames. The America sank in about fifteen minutes after the collision, and the United States soon followed. The scene is described as terrible in the extreme. It was not until the two boats were enveloped in flames that help came to the unfortunate victims. The United States was then about two miles from the nearest shore, and many were drowned in attempting to reach it. The America sank in deep water, and many perished in the waters of the Ohio. The following is a list of the cabin passengers on the United States, and the number of deck passengers, as near as can be ascertained, is thirty-five. The number of the crew is twenty-five.

Mr. Taylor, Clerk of the America, thinks not more than forty or five were lost from his boat.

The following is a list of the cabin passengers on the United States and the America, according, collated at Hall's Landing, about two miles above Warsaw, on the Indiana side. The United States had a quantity of specie from on her guards. The America was insured for $100,000. Her cargo was on the United States and is uninsured. The America was valued at $60,000, and the United States at $70,000. The loss will amount to over three hundred thousand dollars.

LATER.

Special Despatch to The Chicago Tribune.

CINCINNATI, Dec. 6.

The steamer Dumont arrived here at midnight with the wounded passengers. No additional list of the dead has been made out. The passengers on the America are mostly from the Northern States, and on the United States they are principally from the South. The latter boat is universally commended for the brave manner in which she met the former. The United States had a quantity of specie on board, and the safe containing it was taken from the wreck. The safe is now in the vaults of the upper deck saloon, and it was brought here by the steamer Warsaw, and it was taken charge of by the officers of the United States mail line, lighting up the river for a long distance. The United States will be saved.

ANOTHER ACCOUNT.

Special Despatch to The Chicago Tribune.

CINCINNATI, Dec. 5.

The collision of the United States and the America, which occurred at a point about twelve miles above Madison, Ind., on Friday night, was a most terrible and in many respects appalling, affair, as will not be fast as at first reported. The loss of life will not exceed, it is now thought, thirty-five or forty at the most, and instead of being the case of burning of boats and drowning of passengers, the loss of life will be found to have been almost entirely by the explosion of the boilers of the America, which took place almost immediately after the collision. The United States, which was struck amidships from the America, to the deck of the former, and the two boats were thus locked and bound, lasting about fifteen minutes.

The scene of the terrible accident lasts in point of the management of the America after the explosion of her boilers, and the manner in which those entitled to the blame was a name of famous down to posterity. Had the boats not been lashed and the act attempted, which was done by the passengers on the United States, and the passengers on the America, and the courage of the officers and crew of the United States, the number would not have exceeded five hundred. It was not until the two boats were separated that the extent of the disaster was known. The United States came into Cincinnati with her flag at half mast, and her decks crowded with the wounded and dying. The United States came into Cincinnati with her flag at half mast, and her decks crowded with the wounded and dying. The United States came into Cincinnati with her flag at half mast, and her decks crowded with the wounded and dying.

Mr. W. Hanley, of Cincinnati, who was a passenger on the United States, says that after hearing the explosion he went out on the deck of the boat, and saw the America on fire. The scene on the United States was terrible. The fire was on the upper deck forward part of the boat, and the flames were driven back by the current. The United States was then about two miles from the nearest shore. The boat was soon enveloped in flames. The America was then about two miles from the nearest shore. The boat was soon enveloped in flames. The America was then about two miles from the nearest shore. The boat was soon enveloped in flames.

Mr. Hanley says that the passengers on the United States were mostly from the South, and the passengers on the America were mostly from the North. The United States